

FISCAL NOTE

Bill #: SB0039

Title: Prohibit open containers in vehicles -- penalty -- federal funding requirement

Primary Sponsor: Mahlum, D

Status: As Introduced

Sponsor signature	Date	Chuck Swysgood, Budget Director	Date
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Fiscal Summary

	<u>FY 2004 Difference</u>	<u>FY 2005 Difference</u>
Expenditures:	\$0	\$0
Revenue:		
General Fund	\$25,625	\$25,625
Net Impact on General Fund Balance:	\$25,625	\$25,625

<input checked="" type="checkbox"/> Significant Local Gov. Impact	<input type="checkbox"/> Technical Concerns
<input type="checkbox"/> Included in the Executive Budget	<input checked="" type="checkbox"/> Significant Long-Term Impacts
<input type="checkbox"/> Dedicated Revenue Form Attached	<input type="checkbox"/> Needs to be included in HB 2

Fiscal Analysis

ASSUMPTIONS:

Department of Justice

1. The 205 uniformed Montana Highway Patrol officers will each make an average of five arrests with convictions. (205 officers x 5 arrests with convictions = 1,025 arrests with convictions.)
2. The average fine levied will be \$50 per citation (1,025 arrests x \$50 average fine = \$51,250).
3. Fifty percent or \$25,625 of the revenue will go to local governments and fifty percent or \$25,625 will go to the state general fund.

Fiscal Note Request SB0039, As Introduced

(continued)

FISCAL IMPACT:

	FY 2004 <u>Difference</u>	FY 2005 <u>Difference</u>
Department of Justice		
<u>Revenues:</u>		
General Fund (01)	25,625	25,625
<u>Net Impact to Fund Balance (Revenue minus Funding of Expenditures):</u>		
General Fund (01)	25,625	25,625

EFFECT ON COUNTY OR OTHER LOCAL REVENUES OR EXPENDITURES:

Local governments would receive an estimated \$25,625 revenue per year.

LONG-RANGE IMPACTS:**Department of Transportation**

Although there is no net fiscal impact to the Department of Transportation from this legislation, failure to pass this bill will result in the transfer of \$5.6 million per year from the federal aid construction program to the highway traffic safety program. Federal aid highway dollars traditionally used for capital construction and maintenance of the state transportation system will be diverted to the Governor's Highway Safety Plan, also known as the 402 Plan. The transfer will occur from FFY 2001 through FFY 2005, unless this bill is adopted. It is unknown what will be included in the new federal highway spending bill for years beyond FFY 2005.